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COUNTRY Germany (Soviet Zone)

REPORT

TOPIC Schoenwalde Airfield

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EVALUATION 25X1 PLACE OBTAINED RETURN TO CIA

DATE OF CONTENT

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REFERENCES

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PAGES 6 ENCLOSURES (NO. & TYPE)

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REMARKS

RETURN

1. On 10 October 1950, 20 single-engine aircraft with in-line engines and weapons projecting beyond the front edges of the wings were parked in front of the hangars at the Schoenwalde (N 53/2 66) airfield. About 40 more single-engine aircraft of the same type, and 18 twin-engine planes with double rudder assemblies made training flights continually between 10 a.m. and 3 p.m. in visibility of 5 km and a partly cloudy sky at an altitude of about 1,500 meters. The total occupation of the field could not be determined as the interiors of the hangars and the parking sites in the northeastern corner of the field could not be seen. The twin-engine aircraft were low-wing monoplanes with in-line engines protruding from the rear edges of the wings, and they had rod propeller hubs. While the single-engine aircraft made individual flights, the twin-engine planes assembled for flights in formations of nine planes. (1)
2. The quarters at the field were fully occupied, about half by Soviet Air Force troops and the other half by AAA troops. (2) The sentry at the entrance gate wore red-bordered black epaulets. Two AA gun emplacements, each of four guns of about 20 mm, were in the western section of the field. A single-engine plane towing a sleeve target repeatedly flew around the field. At each approach the crews, five men per gun, rushed to their guns and aimed at them but did not fire. Afterwards they took cover again. A telephone line led from the AA gun emplacements to a radio station about 200 meters northwest of the Schoenwalde-Boetzow (N 53/2 66) road. An antenna about six meters high was on the roof of a radio truck at this station. A crossbar three meters long with horizontal dipoles was fitted on top of the antenna. (3)
3. Eleven tank cars were on the railroad spur track in the northwestern corner of the field. Three tanks, possibly T-34s, which were covered with tarpaulins, were in the southeastern corner of the field.

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4. Between 21 September and 5 October, single-engine aircraft made training flights during the day, and twin-engine aircraft flew at night. Air Force Unit [ ] was stationed at the field, some of whom were flying personnel. Officers of the unit said that their unit was previously stationed in Cottbus (N 52/A 57). (4)

5. A delegation of 20 officers arrived at the field on 22 September. It was learned from conversations with Soviet officers that the delegation came from Alstal (N 53/Z 65) and was to inspect the entire airfield. (5)

6. Single-engine aircraft made training flights intermittently between 5 and 14 October 1950. There was flying by twin-engine planes on the night of 10 October.

7. [ ] was assigned to the flying and technical personnel. Pilot Captain Kamerov (phonetic spelling) (fnu) belongs to the unit.

8. The delegation of officers, including four generals, who had also inspected the artillery troops at the field left on 6 October.

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9. A fuel and ammunition dump was opposite the southern guardhouse of the field. (10) Twenty-five heavy AA guns were emplaced along the southern edge of the field between the southern guardhouse and the ammunition bunker. Soldiers practiced with the guns.

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d.

data on American aircraft: (6)

Aircraft Type	Number of Engines	Number in Crew	Maximum Speed	Tactical Range	Rate of Climb (meters)	Armament: Gun Machine gun	Ammunition
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Fighters

1 North-American F-151 "Mustang"	1	1	735	940	13,000	6/12,7	
2 Republic F-47 "Thunderbolt"	1	1	680	1400	12,200	6/12,7	
3 Lockheed F-38 "Lightning"	2	1	650	1350	12,000 1/20	4/12,7	
4 North-American F-82 "Twin-Mustangs"	2	2	670	1750	13,700	6/12,7	
5 Northrop F-61 "Black-Widow"	2	3	577	1150	10,100 4/20	4/12,7	
6 Lockheed F-72 "Shooting-Star"	1	1	900	800	14,200	6/12,7	
7 Republic F-84r "Thunder Jet"	1	1	950	360	13,700	6/12,7	

Bombers

1 Douglas B-26 "Invader"	2	2-3	572	890-1060	7,100	6/12,7	1,800
2 North-American B-25 "Mitchell"	2	5	434	930-1030	7,650	13/12,7	1,450

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3	Boeing B-17							
	"Flying Fortress"	4	7	500	1110	11,600	13/12,7	2,700
4	Boeing B-29							
	"Super Fortress"	2	9	565	2240	10,250	1/20	1/12,7
								3,500
5	Boeing B-50	4	9	640	2960	10,000	13/12,7	4,540

(13)

11. On 25 October, the field was occupied by 24 single-engine, low-wing monoplanes with in-line engines and 18 biplanes. (1) Twelve biplanes made training flights between 10 a.m. and 2 p.m. in clear weather. No radio station was set up. Tank trucks [redacted] were seen at the entrance to the field, in addition to trucks [redacted]
12. There was flying with twin-engine aircraft at the field between 6:30 p.m. and midnight on 12 October in a clear sky. Only individual local flights were made until about 10 p.m. Afterward the planes were aloft for a longer time at an altitude of about 1,000 meters. Then the planes flew over the field white flames were seen emerging from the exhaust on both sides of the engines at the leading edge of the wings. The flames appeared in spurts, unlike those from in-line engines. (14) The revolving searchlight located in Staaken and a revolving searchlight at a great distance north of Schoenwalde were in operation.
13. About 5:15 p.m. on 14 October, three rows of single-engine ground attack aircraft with 30, 12, and 1 planes respectively were seen at the field. (1) The hangars were closed. No twin-engine planes were seen. There was no flying although the weather was good.
14. On 14 October, the four masts of the radio station west of the field were gone. Only the wooden hut remained. Two radio trucks which were unnumbered were west of the entrance to the field. No wire connection between the two trucks was observed. One radio truck had no antenna and the other one had an antenna system which has not been previously seen in Schoenwalde. At 1:30 p.m. it was observed that the latter truck had a T-shaped rod in the middle of the roof which was about 1 1/2 times as high as the truck. About 2 p.m. [redacted] six or eight crossrods were fitted on the upper crossbar. The crossrods were about 1 meter long and thinner than the crossbar. The two ends of the crossbar were connected with the roof of the truck by wires. It could not be determined from a distance of 250 meters whether the wires had insulators or simple disks preventing an entangling of the wires. (15)
15. Truck [redacted] was seen at the field. On 15 October, a tent about 40 meters long was erected just east of the AA gun emplacements. Two empty railroad boxcars and an open freight car with four round devices covered with tarpaulins were at the loading ramp. The lower sections of the devices could not be seen because of the side walls of the cars. [redacted] the sets did not appear to be searchlights since from the contours of the tarpaulins they had pointed tops. (16)
16. On 23 October, the occupation of the field was increased to about 60 single-engine ground attack aircraft. About six planes of a new type, single-engine monoplanes, made local flights between 3 and 4 p.m. The planes were faster than the biplanes but not as fast as the known ground attack aircraft. Description of new type plane: presumably in-line engine, not as slim as that of the IL-10, stubbier than IL-10, wings and tail unit set lower than on an IL-10, wing tips rounded, trailing edges straight, leading edges bent to the rear, no weapon in cockpit which is about in line with trailing edges of wings, pitot tube projecting beyond leading edge of right wing, bomb-like cowling under wings for retractable landing gear. (17)
17. On 23 October, the two radio trucks were still northwest of the landing field. The antenna system on one truck seemed to be rotatable as the horizontal rod previously set in N-S direction, now pointed in E-W direction. The four masts at the radio station west of the field were still missing. The tent previously seen at the AA gun emplacement was there.

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There were no railroad cars at the loading ramp. The bricks previously stored in front of the garages were removed but no structural changes were noticed.

18. Only single-engine, low-wing monoplanes were seen at the field on 29 October. It was not possible to determine their total number. Six or eight AA guns covered with tarpaulins were on the northwestern edge of the field. The four masts at the old radio station were not yet set up. The two radio trucks were at their previous locations. An earth-bunker with a stove-pipe was at the side of the radio trucks. It was observed that the T-shaped antenna on the truck had seven small cross rods and that the middle rod was fitted on the connecting piece. Trucks
- 25X1 [redacted] were seen at the field.

19. Local residents said that local flights were made only by biplanes during the previous week and that one plane sometimes towed a sleeve target. They also said that freight cars repeatedly arrived at the field at night and that these cars left before dawn.

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[redacted] Comments.

- (1) The number and type of aircraft indicate that the occupation of the field has not changed since the last report of late September 1950. [redacted] One ground attack regiment, equipped with about 55 IL-2s and IL-10s, and one air reconnaissance regiment, equipped with about 20 TU-2s and PE-2s, are still believed to be stationed in Schoenwalde. About 10 PO-2s are also stationed there.
- (2) The occupation by air force and AAA units was previously reported by other sources. [redacted]
- (3) Radio trucks with the directional aerial described were also observed at other airfields. Their exact purpose is not known. They may be mobile radar sets of the aircraft reporting service.

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- (4) [redacted]
- (5) The officers possibly belong to the ground attack division headquarters in Doeberitz to which the ground attack regiment in Schoenwalde is also subordinate.

(6) Forwarded to OSI only.

(7) Forwarded to Air only

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- (8) The notes indicate that the air unit, presumably a ground attack regiment, consists of four squadrons.
- (9) The names are apparently those of the crews of the aircraft [redacted] and a UIL-10. The designation of UIL is reported for the first time. It is probably for a plane of the IL-10 type which was used for training flights, such as the designation as ULA-7, etc. For original Soviet documents, see Annex 1.

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- (10) The fuel dump is reported for the first time.
- (11) [redacted] Colonel Vereshchinski, (fnu), is the commander of the ground attack regiment stationed in Schoenwalde. A Lieutenant Colonel Vereshchinski, (fnu), was the commander of the 118th Gds AA Regt in 1944. Colonel Vereshchinski is probably identical to Colonel Virdishinski who was reported previously as the commander. [redacted]

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- (12) [redacted] aero-technical battalion (ATB) of the ground attack regiment. [redacted] in Cottbus in April 1949, where the ground attack regiment was stationed at that time.
- (13) The data on American planes are either the results of evaluation of American periodicals or were probably mentioned in a lesson concerning the efficiency of foreign aircraft types. For original Soviet documents, see Annex 1.
- (14) The observation indicates that the twin-engine aircraft have exhaust collectors.
- (15) The radio station, presumably a short-wave BF station, was reported at the same location [redacted]

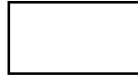
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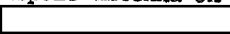
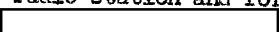
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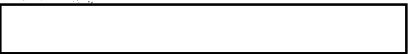
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The information that the masts were removed is received for the first time. The information on the dipole antenna on the truck confirms statements in paragraph 2  For location sketch of radio station and for sketch of the antenna system on the truck 

(16)

The devices described are not known. 

(17)

The aircraft type cannot be determined. It is possibly an IL-2 plane.



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